

IMPLEMENTATION STRATEGY

Implementation outlines the next steps in the process after adoption of the plan. It includes a list of strategies, policies, and programs, and/or projects, timelines and responsible parties. Most important, this plan is attempting to address conflict among different land uses, growth and traffic while providing livable communities, places where people can live/work and enjoy, balancing economic growth while preserving natural resources and overall improving the quality of life of the residents of the area.

Stakeholders identified several efforts to assure implementation. These included continued diligence on the part of area residents and business to monitor development within the Study Area and ensure compliance with the Concept Plan. Such diligence will need to occur on the neighborhood and NPU level. Stakeholders also agreed to continue working with the City in implementing land use and zoning changes which support the Concept Plan as part of the Comprehensive Development Plan.

The City has a major initiative underway for acquisition of open space through a number of different funding sources including federal, state, local and non-profit organizations.

The Atlanta Regional Commission has committed to provide funding for implementation of plan elements related to transportation. Their expressed desire is for public infrastructure investments to spur private investment within existing activity centers.

The H.E. Holmes Livable Center plan outlines very specific strategies for achieving this goal. Following is an action plan to implement the Concept Plan which specifies plan elements, costs, estimated start date, completion date and responsible party.

Following the list of transportation improvements there is a list of the potential changes necessary to the City of Atlanta's Future Land Use Plan to implement the plan goals. The potential changes, along with any new urban design and zoning regulations, will be included in the City's scheduled update to its Comprehensive Plan.

Lastly, strategies for funding scheduled improvements are outlined to supplement the potential funding from the Atlanta Regional Commission's Livable Center Initiatives program.

IMPLEMENTATION STRATEGY**H.E. HOLMES LCI****Regulatory Projects**

PVT = Private

Description/Action	Cost	Year	Responsible	Funding Source
Create land Use Controls and zoning to match desired vision, including a height limit of 52 feet (4 stories) on the MARTA property and 35 feet (3 stories) elsewhere.	Staff	2003	City	n/a
Require, in zoning, that developments implement street network shown in Concept Plan if land is developed prior to City building said streets	Staff	2003	City	n/a
Provide basketball courts, playgrounds, and similar facilities in new housing and multifamily developments.	Staff	on-going	PVT	PVT
Request for Proposal for Phase I MARTA development	Staff	2003	MARTA	n/a
Request for Proposal for Phase II MARTA development	Staff	2007	MARTA	n/a
Support private development of Phase III MARTA development	n/a	2011	PVT	n/a
Ensure that MARTA rail expansion incorporates greenway trail and new street options consistent with the concept plan	Staff	on-going	City, MARTA	n/a
Work with local police precinct to address crime issues within the neighborhood	Volunteer	on-going	Residents	na
Submit applications for T-21 grants	Staff	on-going	City	n/a
Submit applications for LCI grants	Staff	on-going	City	n/a
Submit applications for CBDG funds	Staff	on-going	City	n/a

IMPLEMENTATION STRATEGY**H.E. HOLMES LCI****Transportation Projects**

See map on next page.

PVT = Private LCI = LCI Implementation Funds through TIP

CDBG = Community Development Block Grant QOL Bond = Quality of Life Bond

DIF = Development Impact Fees

Please Note: All monetary sums are in the latest construction year's dollars, calculated by taking 2003 cost and adding 5% per year.

Map Key	Description	Type	Eng. Year	Eng. Costs	Latest Constr. Year	Constr. Costs	Total Costs	Resp. Party	Funding Source	Local Match	
										Source	Amount
T1	Streetscape on south side of MLK including 10' wide sidewalk with street trees and lights 40' on center	bike/ ped	2003	\$117,600	2004	\$1,470,000	\$1,587,600	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$411,600
T2	Streetscape on north side of MLK, east of Westland, including 10' wide sidewalk with street trees and lights 40' on center	bike/ ped	2005	\$50,960	2006	\$637,000	\$687,960	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$178,360
T3	Streetscape on H.E. Holmes south of I-20, including 10' wide sidewalk with street trees and lights 40' on center	bike/ ped	2004	\$55,600	2005	\$695,000	\$750,600	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$194,600
T4	Streetscape on east side of H.E. Holmes from I-20 to Douglass High, including 10' wide sidewalk with street trees and lights 40' on center	bike/ ped	2003	\$21,840	2004	\$273,000	\$294,840	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$76,440
T5	New 6' wide sidewalks on both sides of Burton Rd west of Collier Pointe	bike/ ped	2004	\$11,120	2005	\$139,000	\$150,120	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$38,920
T6	New 6' wide sidewalks on both sides of Westland Blvd, including two ADA accessible railroad/sidewalk crossings	bike/ ped	2005	\$5,556	2006	\$69,450	\$75,006	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$19,446

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T7	New 6' wide sidewalks on both sides of Linkwood Rd	bike/ ped	2003	\$7,560	2004	\$94,500	\$102,060	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$26,460
T8	New 6' wide sidewalks where missing on Peyton Rd within Study Area	bike/ ped	2003	\$2,940	2004	\$36,750	\$39,690	City	T-21, LCI, CDBG	QOL Bond	\$10,290
T9	New sidewalks where missing on Peyton Rd between Peyton Pl and BE Mayes Dr	bike/ ped	2003	TBD	2004	TBD	TBD	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	TBD
T10	Two ADA accessible railroad/sidewalk crossing on Linkwood Rd	bike/ ped	2003	\$840	2004	\$10,500	\$11,340	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$2,940
T11	New 6' sidewalks on south side of Delmar Ln	bike/ ped	2006	\$2,320	2007	\$29,000	\$31,320	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$8,120
T12	Sidewalks on both sides of Peyton Pl where none currently exist	bike/ ped	2003	\$8,800	2004	\$110,000	\$118,800	City/Private	T-21, LCI, CDBG, Private	QOL Bonds, DIF, GF	\$30,800
T13	New 6' sidewalks along west side of H.E. Holmes Dr from Burton Rd north to Hightower Ct	bike/ ped	2004	\$5,292	2005	\$66,150	\$71,442	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$18,522
T14	New sidewalks on both sides of Harlan Rd	bike/ ped	2004	\$11,466	2005	\$143,325	\$154,791	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$40,131
T15	New sidewalks along east side of Lynhurst Dr where none exist	bike/ ped	2004	\$1,764	2005	\$22,050	\$23,814	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$6,174
T16	Piano bar crosswalks at Linkwood Rd and Delmar Ln (all approaches)	bike/ ped	2003	\$0	2003	\$2,400	\$2,400	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$480
T17	Piano bar crosswalk on east side of Linkwood Rd at Burton Rd	bike/ ped	2003	\$0	2003	\$800	\$800	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$160

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T18	Twelve piano bar crosswalks on H.E. Holmes Dr and adjacent streets between I-20 and Hightower Ct	bike/ ped	2003	\$0	2003	\$9,500	\$9,500	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$1,900
T19	Piano bar crosswalk on south side of Burton Rd at Westland Blvd	bike/ ped	2003	\$0	2003	\$800	\$800	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$160
T20	Midblock crossing on Peyton Pl to serve pedestrians traffic between apartments and Peyton Forest	bike/ ped	2003	\$294	2004	\$3,675	\$3,969	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$1,029
T21	Improved crosswalk/pedestrian signals & pushbuttons at I-20 off ramps and Burton Rd (all approaches)	bike/ ped	2003	\$600	2003	\$7,500	\$8,100	City, GDOT	T-21, LCI, GDOT	OOL Bonds, DIF, GF	\$2,100
T22	Improved crosswalk/pedestrian signals & pushbuttons at H.E. Holmes Dr at Burton Rd (all approaches)	bike/ ped	2003	\$600	2003	\$7,500	\$8,100	City, GDOT	T-21, LCI, GDOT	OOL Bonds, DIF, GF	\$2,100
T23	ADA accessible sidewalk ramps at Exxon on H.E. Holmes Dr	bike/ ped	2003	\$160	2003	\$2,000	\$2,160	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$560
T24	Fencing on traffic islands and adjacent to the curb to channel pedestrians to marked crosswalks around the H.E. Holmes and I-20 intersection	bike/ ped	2003	\$0	2004	\$393,750	\$393,750	City	T-21, LCI, CDBG, GDOT	OOL Bonds, DIF, GF	\$78,750
T25	Study to determine appropriate protection of pedestrians on H.E. Holmes Dr at I-20 westbound off ramps to determine if the area may warrant traffic signal and/or realignment of off ramp approaches to H.E. Holmes Dr due to presence of children.	bike/ ped	2003	\$0	n/a	\$20,000	\$20,000	GDOT	GDOT	Gen Fund, DIF	\$4,000
T26	Textured crosswalk and median entry feature on Harlan Dr at MLK Dr	bike/ ped	2004	\$309	2005	\$3,860	\$4,169	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$1,081

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T27	Textured crosswalk and median entry feature on Lynhurst Dr at MLK Dr	bike/ ped	2004	\$309	2005	\$3,860	\$4,169	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$1,081
T28	Textured crosswalk and median entry feature on Linkwood Dr at MLK Dr	bike/ ped	2004	\$618	2005	\$7,720	\$8,338	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$1,081
T29	Install textured crosswalk and median entry feature on Westland Blvd at MLK Drive and Burton Road	bike/ ped	2004	\$309	2005	\$3,860	\$4,169	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$1,081
T30	Greenway trail from Lynhurst Dr to Fairfield Pl	bike/ ped	2006	\$58,320	2007	\$729,000	\$787,320	City, PATH	T-21, LCI, PVT	OOL Bonds, DIF,GF, PVT	\$204,120
T31	At-grade greenway trail crossing across H.E. Holmes Dr	bike/ ped	2006	\$972	2007	\$12,155	\$13,127	City, PATH	T-21, LCI, PVT	OOL Bonds, DIF,GF, PVT	\$3,403
T32	Greenway trail from MLK Dr to Burton Rd, through the former cabinet factory at 2856 Burton Rd	bike/ ped	2006	\$3,400	2007	\$42,500	\$45,900	City, PATH	T-21, LCI, PVT	OOL Bonds, DIF, GF, PVT	\$11,900
T33	Protected left-turn phase (i.e., left-turn arrow) for northbound approach of H.E. Holmes Dr at intersection with MLK Dr	traffic	2003	\$400	2003	\$5,000	\$5,400	City	LCI, Gen Fund	OOL Bonds, DIF, Gen Fund	\$1,400
T34	New traffic signal heads at intersection of MLK Dr and H.E. Holmes Dr to be MUTCD compliant, including 12" heads on all approaches	traffic	2003	\$600	2003	\$7,500	\$8,100	City	LCI, Gen Fund	OOL Bonds, DIF, GF	\$2,100
T35	Traffic signal at intersection of MLK Dr at Peyton Pl and restripe to include crosswalks	traffic	2003	\$0	2003	\$70,000	\$70,000	City, GDOT	LCI, Gen Fund	OOL Bonds, DIF, GF	\$14,000

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T36	Widened intersection of Linkwood Dr at Delmar Ln to allow MARTA buses to execute turn more efficiently	traffic	2004	\$6,616	2005	\$82,700	\$89,316	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$23,156
T37	Pavement markings (stop bars) at intersection of Burton Rd at Hedgewood Dr	traffic	2003	\$80	2003	\$1,000	\$1,080	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$280
T38	Traffic table at intersection of Burton Rd at Hedgewood Drive	traffic	2005	\$440	2005	\$5,500	\$5,940	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$1,540
T39	Reconfiguration of traffic islands at I-20 and Burton Rd to allow pedestrian refuge. Provide clearly marked crosswalks and pedestrian signals on all approaches. Consider providing a pedestrian phase in the signal timing to avoid pedestrian conflicts with turning vehicles.	traffic	2004	\$880	2005	\$11,000	\$11,880	City, GDOT	T-21, LCI, CDBG, GDOT	OOL Bonds, DIF, GF	\$3,080
T40	Conversion of intersection of Linkwood Road @ Burton Road to 3-way stop	traffic	2003	\$0	2003	\$1,000	\$1,000	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$200
T41	Trimming/clearance of vegetation at street intersections along Linkwood Rd to increase site distance triangle	traffic	2003	\$0	2003	\$2,000	\$2,000	City	GF	none needed	none needed
T42	Speed reduction measures on Peyton Pl	traffic	2003	\$800	2003	\$10,000	\$10,800	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$2,800
T43	Speed reduction measures on Harlan Rd	traffic	2003	\$800	2003	\$10,000	\$10,800	City	T-21, LCI, CDBG	OOL Bonds, DIF, GF	\$2,800

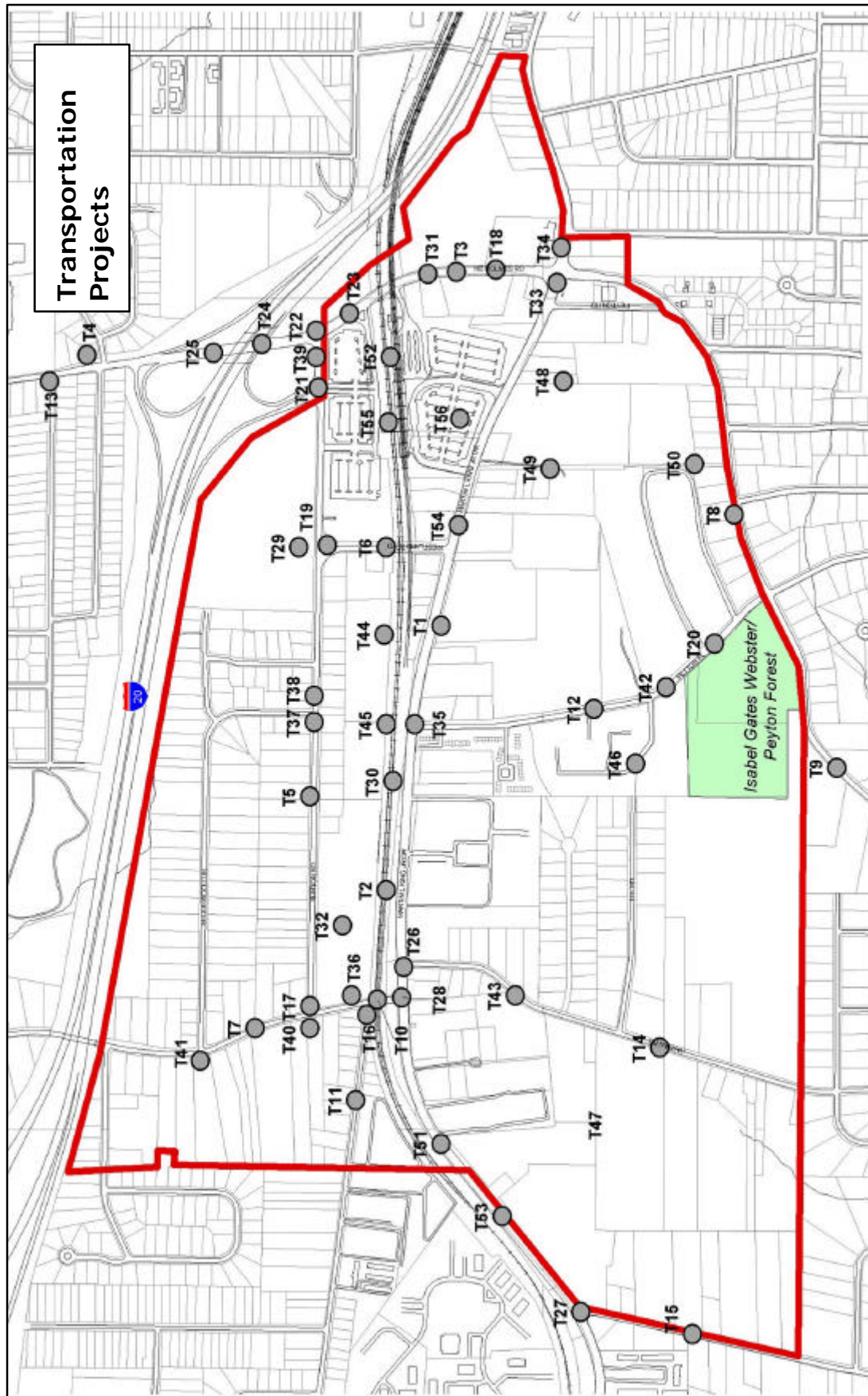
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T44	New 4,200' street between Linkwood Dr and H.E. Holmes Dr north of the rail and using existing private streets where possible (including land costs between Westland Blvd and Linkwood Rd)	traffic	2008	\$294,800	2009	\$3,685,000	\$3,979,800	City, MARTA, Private	LCI, PVT, MARTA	QOL Bonds, DIF, GF, PVT, MARTA	\$1,031,800
T45	Extension of Peyton PI 550' across MLK Drive and the rail line to Burton Rd (including land costs)	traffic	2008	\$58,960	2009	\$737,000	\$795,960	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$206,360
T46	Extension of Tee Rd 650' east to Peyton PI (including land costs)	traffic	2003	\$44,000	2005	\$550,000	\$594,000	City	T-21, LCI, CDBG	QOL Bonds, DIF, GF	\$154,000
T47	Extension of Tee Rd 1,800' west to Lynhurst Dr (including land costs)	traffic	2011	\$169,440	2012	\$2,118,000	\$2,287,440	City, Private	T-21, LCI, CDBG	Bonds, DIF, Gen Fund,	\$593,040
T48	New 700' street south from MLK Dr (including land costs)	traffic	2009	\$94,400	2010	\$1,180,000	\$1,274,400	City, Private	T-21, LCI, CDBG	QOL Bonds, DIF, GF, Private	\$330,400
T49	Cox Dr ROW conversion into a new street, terminating at the back of 150 Peyton PI and connecting into its private street	traffic	2007	\$107,200	2008	\$1,340,000	\$1,447,200	City, Private	T-21, LCI, CDBG	QOL Bonds, DIF, GF, PVT	\$375,200
T50	Construct a pedestrian path in the City right-of-way between the proposed terminus of Cox Dr and Peyton Rd (including additional land costs)	traffic	2007	\$3,200	2008	\$40,000	\$43,200	City, Private	T-21, LCI, CDBG	QOL Bonds, DIF, GF, PVT	\$11,200
T51	Develop a textured median with intermittent landscaping along MLK	traffic	2004	\$86,000	2005	\$1,075,000	\$1,161,000	City, GDOT	T-21, LCI, CDBG, GDOT	GF, DIF	\$301,000
T52	Pedestrian tunnel under railroad for boulevard connection	traffic	2008	TBD	2009	TBD	TBD	MARTA, Private	LCI, MARTA	PVT, MARTA	\$0

IMPLEMENTATION STRATEGY**H.E. HOLMES LCI**

T53	Install MARTA bus shelters throughout LCI Study Area, include schedules	transit	2003	\$0	2003	\$15,000	\$15,000	City, MARTA	T-21, LCI, CDBG	DIF, QOL Bonds	\$3,000
T54	Install covered, well-delineated school bus stops on MLK Dr, east of Peyton Pl	transit	2003	\$0	2003	\$8,000	\$8,000	APS, City	T-21, LCI, CDBG	APS, GF, DIF	\$1,600
T55	Bi-lingual English/Spanish directory map for location in the MARTA station and Study Area	transit	n/a	\$0	2003	\$5,000	\$5,000	City, MARTA	LCI, CDBG, PVT	QOL Bonds, DIF, Gen Fund, Private	\$1,000
T56	1,100 space MARTA parking deck	transit	2006	\$88,000	2007	\$11,000,000	\$11,880,000	MARTA	LCI, MARTA	MARTA	\$2,200,000



IMPLEMENTATION STRATEGY**H.E. HOLMES LCI****Other Local Projects**

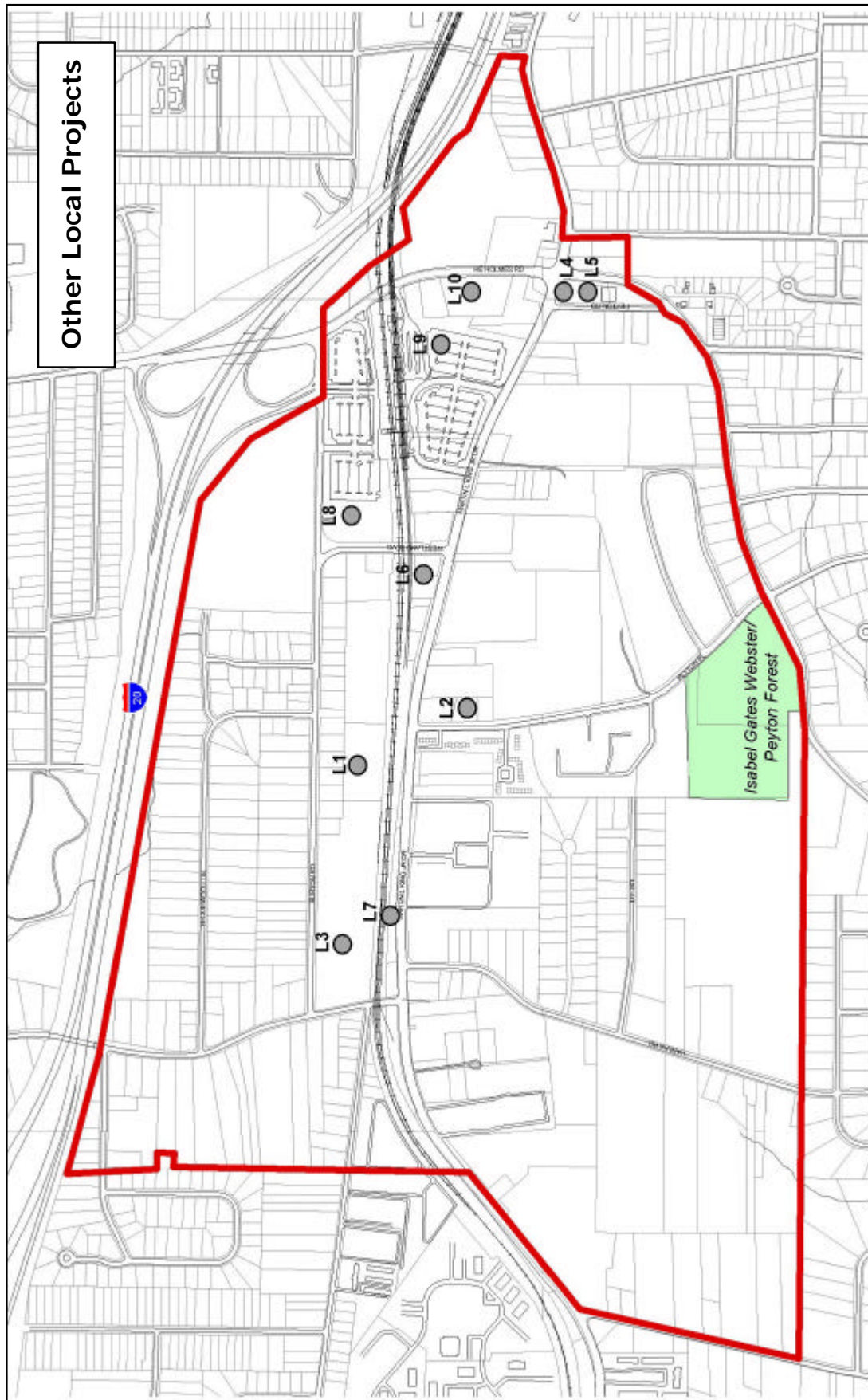
See map on next page.

PVT = Private LCI = LCI Implementation Funds through TIP

CDBG = Community Development Block Grant QOL Bond = Quality of Life Bond

DIF = Development Impact Fees

Map Key	Description/Action	Cost	Year	Responsible	Funding Source
L1	Acquisition of land between MARTA and Westland Blvd for development in keeping with Concept Plan	\$1,700,000	2009	PVT	PVT
L2	Park and playground on City-owned parcel southeast of intersection of MLK Dr and Peyton Pl	\$248,000	2004	City	LCI, CDBG
L3	One acre public park on a portion of 2856 Burton Rd (including land costs)	\$551,250	2005	City, ADA	DIF, LCI, CDBG, PVT
L4	Acquisition of 2456 MLK Dr for park	\$926,100	2006	City	DIF, PVT, GF, QOL Bond
L5	Park at 2456 MLK Dr	\$144,700	2006	City	DIF, GF, QOL Bond
L6	Acquisition of 2611, 2625, 2635, 2637, and 2647 MLK Dr for park	\$1,490,000	2005	City	DIF, TPL, GF, QOL Bond
L7	Park south of rail right-of-way on existing City land and 2611, 2625, 2635, 2637, and 2647 MLK Dr (excluding greenway trail costs)	\$376,000	2006	City	DIF, GF, QOL Bond, PVT
L8	Park on MARTA stormwater retention	\$102,100	2007	MARTA	GF, QOL Bond
L9	8,000 multipurpose community facility in Phase I of MARTA redevelopment or at 2456 MLK Drive, including meeting rooms, dance space, and event room.	\$880,000	2007	City, MARTA	GF, QOL Bond, CDBG
L10	Adaptive re-use of Grace Covenant church when/if the current building is ever vacated	TBD	TBD	City, PVT	City, PVT



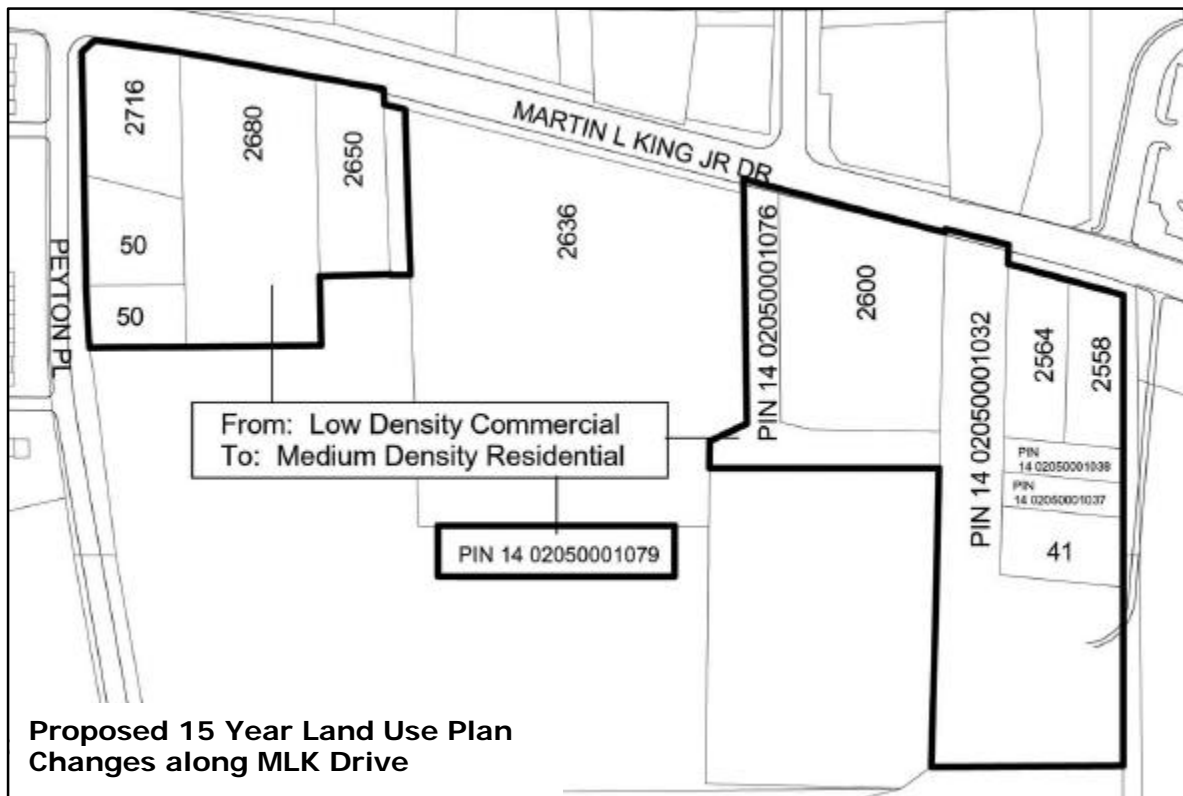
IMPLEMENTATION STRATEGY**H.E. HOLMES LCI****Marketing Initiatives**

Description/Action	Cost	Year	Responsible
Develop and promote a brand identity for the Study Area	Staff /Volunteer	2003	City
Organize a business development team	Staff /Volunteer	2003	City
Develop collateral marketing material such as brochure, market opportunity CD-ROM/fact sheets and media packages	\$5,000-\$10,000	2003-2004	City/Vendor
Implement a public relations program to communicate proposed changes in the community as well as opportunities identified in the market analysis, targeting developers, real estate professionals, lenders, business prospects and stakeholders	Staff /Volunteer	2003-2004	City
Prepare a listing of available buildings, underutilized parcels and target sites, listing ownership, condition, estimated value, lease/sales terms and infrastructure capabilities.	Staff /Volunteer	2003	City
Based on real estate inventory, rank sites/buildings according to their redevelopment potential, identify best uses for sites/buildings and prepare collateral specification sheets for each	Staff /Volunteer	2003	City
Work with real estate professionals and property owners to ensure that the business development team is informed about new listings	Staff /Volunteer	2003+	City
Target businesses based on the market analysis	Staff /Volunteer	2003-2004	City
Prepare a business recruitment package that highlights the findings of the market analysis	\$10,000	2003-2004	City/Vendor
Implement a business recruitment campaign targeted at employers, developers and retail/service businesses to include direct mail, prospect tracking database and referral networks.	Staff /Volunteer	2003+	City
Update target businesses and proposed land uses to accommodate changing circumstances on an as-needed basis	Staff /Volunteer	2003+	City

Changes To Comprehensive Plan

Within the Study Area the current City of Atlanta 15 Year Land Use plan does not present major challenge to implementation of the Concept Plan. For the most part, land use classifications support suggested zoning concepts and urban design qualities. However, the following changes should be made:

1. Change all "Industrial" classifications to "Mixed-Use" to support the development of townhomes or live-work units within such areas.
2. Change all "High Density Commercial" classifications to "Mixed-Use" to require a minimum of 20% housing on the MARTA property.
3. Change the back of 2840 MLK Drive, which is currently classified as "Single Family Residential" to "Low Density Commercial" to reflect current C-1 zoning and proposed Neighborhood Commercial zoning.
4. Change all "Low Density Commercial" classifications between Peyton Place and Cox Drive, with the exception of 2636 MLK Drive (Hightower Station shopping center) to "Medium Density Residential" to reflect current RG-3 zoning, proposed zoning, and the Concept Plan's vision for multifamily housing in said area. See map below.
5. Change Peyton Forest Park, which is currently classified as "Single Family Residential" to "Open Space". (See Attachment Map E"



Urban Design and Zoning

For the Concept Plan to be successful, the approach to designing the built environment within the Study Area must change. Because a strong, well-balanced relationship between land uses, buildings, and the public spaces is essential to the Concept Plan, neither buildings nor developments can be designed as stand-alone objects with no regard for their surroundings. Rather, everything within the Study Area must be held to the same exacting and inter-related standards of design. The two fundamental ways to achieve this are through urban design guidelines, which reflect City Policy, and zoning regulations which support these guidelines.

Urban Design Guidelines:

Regardless of type or use, all buildings within the Study Area should meet basic standards of good design. The following guidelines are intended to provide guidance for both private developers and the City of Atlanta. In fact, many of the guidelines are required as part of zoning districts recommended in the proposed Zoning Concept.

Buildings and Sites

- Face primary building entrances to the public sidewalk and street.
- Require uses to have entrances directly accessible from the adjacent sidewalk.
- Prohibit blank walls adjacent to the street or sidewalk.
- Require commercial uses to front the sidewalk with storefronts.
- Limit building height to 52 feet (approximately four stories) on the MARTA block.
- Limit building height to 35 feet (approximately three stories) in all other areas.
- Screen loading and dumpster areas from the street by locating them behind buildings.
- Require large developments to provide usable open space in the form of courtyards or plazas.
- Screen mechanical equipment on roof from public view.

Streets

- Require new blocks, not exceeding 600 feet by 600 feet.
- Require developers to build the streets shown on the Concept Plan for the portion of such within their property. Allow said streets to count towards Minimum Open Space requirements of zoning.
- Prohibit gates or fences across any streets or private drives, with the exception of driveways serving single-family homes.

Parking and Parking Lots

- Limit curb cuts to one per development street frontage.
- Permit shared parking.
- Provide walkways connecting parking lots and sidewalks.
- Provide a 5' landscape buffer (including trees) between all parking lots adjacent and the street.
- Place all parking areas behind or to the side of buildings. Parking between a building and the street is not acceptable.

Sidewalks

- Require all new developments along MLK Drive and H.E. Holmes Drive to augment existing sidewalks by building new sidewalks with a 10 foot wide Street Furniture and Tree Planting Zone and a 10 foot wide Clear Zone.
- Require all new non-residential developments (other than along MLK Drive and H.E. Holmes Drive) to provide sidewalks with a 5 foot wide Street Furniture and Tree Planting Zone and a 10 foot wide Clear Zone.
- Require all developments to (other than along MLK Drive and H.E. Holmes Drive) to provide sidewalks with a 5 foot wide Street Furniture and Tree Planting Zone and a 6 foot wide Clear Zone.

Supplemental Zones

- Build all buildings at the back of the Supplemental Zone.
- Provide a five feet deep Supplemental Zone in commercial areas along MLK Drive and H.E. Holmes Drive.
- Provide a supplemental zone with depths of between ten and twenty feet between multifamily uses and the sidewalk.
- Limit the height of fences within a Supplemental Zone adjacent to residential uses to forty-two inches.
- Prohibited fences within a Supplemental Zone adjacent to non-residential uses.

Signs

- Prohibit freestanding signs within commercial areas.
- Require signs in commercial areas to be applied to buildings.

Open Space Design Guidelines:

The Atlanta Parks, Open Space and Greenways Plan contains design guidelines for parks and open space on pages 136 through 148. These existing guidelines serve as the basis for the following Study Area Open Space Design Guidelines.

Park and Open Space Surroundings

- Surround parks and open spaces with streets and development. Vacant land adjacent to a park decreases visibility into and security.
- Ensure that adjacent streets are along a minimum of 50 percent of the park's perimeter and optimally along 100 percent of its perimeter. The City's safest parks are those that are completely visible to neighbors and police driving on surrounding streets.
- Face surrounding buildings onto park or opens spaces; avoid back yards abutting the park. Without exception, City parks with abutting backyards are screened from visibility by backyard fences, thereby decreasing park security.
- Ensure that no streets dead end into parks creating security problems.

**Park and Open Space Design**

- Ensure visibility into the park from surrounding homes and streets.
- Eliminate and avoid barriers and walls surrounding a park or open space that restrict accessibility, reduce the service area, and create security problems along edges.
- Ensure that parks and open spaces are at-grade with adjacent streets for a minimum depth of 15 feet from said street to ensure maximum visibility into them.



Designing for Security:

One of the biggest threats to the creation of a walkable, vibrant neighborhood is the potential proliferation of gated multifamily and single-family communities. Although the neighborhood has traditionally been gate-free, recent new developments and renovations to existing developments have resulted in several gated communities within the Study Area. Additionally, all three of the new multifamily complexes currently planned includes gates.

While the desire for security is understandable, the gating off of an entire community from its surroundings is not acceptable within the Study Area. Conventional gating not only prevents the connectivity that is essential to the Concept Plan, it also serves to segregate residents and promote social isolation. Gated communities also do a great disservice to existing residents of the community who, in many cases, have lived their for decades by suggesting that the community they know and value is something which the newcomer must be isolated from. Additionally, the security benefits of gating a development are oftentimes more psychological than reality-based. Studies across the nation have shown that gated communities can make their residents more naïve and, as a result, more prone to crime within their walls. In fact, it is sometimes argued that gated communities actually promote crime by removing eyes from the street, creating a false perception of security, and promoting social isolation.

Hundreds of developments across the nation have shown it is possible to provide meaningful security without surrounding a multifamily complex or single-family development with gates and fences. The following principles are best practices which should be observed within the Study Area if it to ever truly transform from an anti-pedestrian, disconnected collection of buildings into a truly walkable and cohesive neighborhood.

Principle 1: Use buildings to secure space

The most important principle in providing security without creating a conventional gated community is use buildings themselves to provide security. Arranging street-oriented buildings in a continuous wall around a block and then locating parking on the interior of a block creates a de-facto secure zone at the interior of the block. Between the buildings and the street, shorter fences, which should not



IMPLEMENTATION STRATEGY

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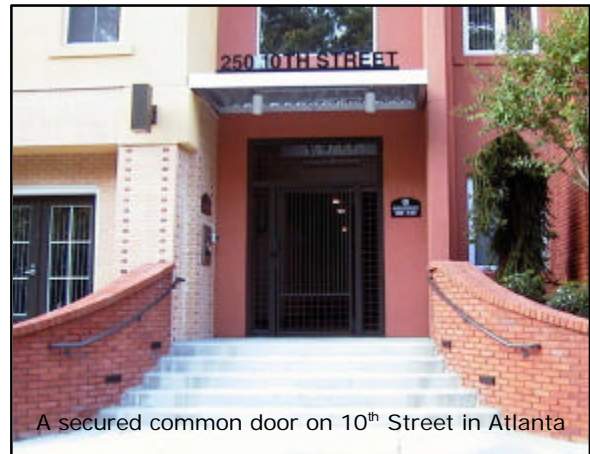
exceed 42 inches in height, can be provided to differentiate between public and private space, while larger, more functional security fences can be provided at breaks in buildings. See image at right.

By using this technique, security is provided without utilizing a high fence. More importantly, however, is that the development does not appear to be separate from the community because buildings relate to the street and the fencing that is provided between the building and the street is at a traditional human scale.



Principle 2: Provide security on doors

In traditional community design, security occurred at the door. Doors faced the street and often had gates that allowed residents to access the street. The same principle applies today. Doors should face the street and allow residents to walk directly onto them. Street-facing doors should be adequately secured with locks in the unlikely event that somebody would jump the maximum 42-inch fence.



In some cases, gated doors or entries can be recessed into the façade of the building to provide security without gating the entire community. This is most effective in cases where inner corridors access the street for non street-level units. See image at right above.

Principle 3: Provide open streets

An interconnected system of streets is essential to achieving Principles 1 and 2. Streets creating blocks not in excess of 600 feet in length should be provided in all multifamily and single-family communities. Said streets should not be gated and should allow public access. If any gates or fences are to be provided, they should only be around off-street parking areas and not the streets themselves.

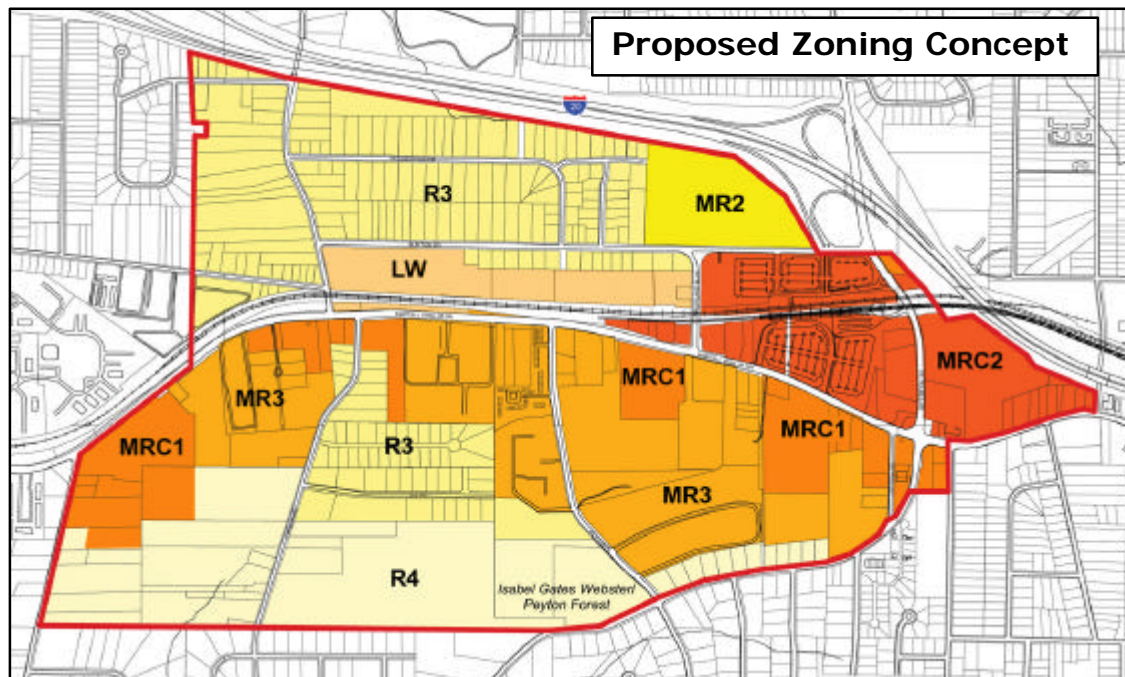
Zoning Concept:

Zoning changes are essential to ensuring the achievement of the Concept Plan. Current zoning within the Study Area is largely based on outdated notions of segregated uses and the primacy of the automobile. It does not require new development to respond to the greater neighborhood and, as a result, discourages people from developing anything other than the status quo. As a result, innovative design that respects the pedestrian and the community is discouraged because there are no guarantees that adjacent property owners will build to the same high standards.

Luckily, the City's new Quality of Life Zoning Codes provide an alternative to current districts. By replacing existing multifamily and commercial zoning districts with comparable Quality of Life districts, the existing zoning structure can be preserved. Proposed zoning changes are as follows:

- Rezone C-2 and C-3 designations to Mixed Residential Commercial 2 (MRC-2).
- Rezone C-1 and C-1-C designations to Mixed Residential Commercial 1 (MRC-1), with the exception of on the MARTA property.
- Rezoning the 0.4 acre C-1-C designation on the MARTA property to Mixed Residential Commercial 2 (MRC-2).
- Rezone I-1 and I-2 designations to Live-Work (LW).
- Rezone RG-3 designations to Multifamily Residential 3 (MR-3).
- Rezone Collier Pointe to Multifamily Residential 2 (MR-2).
- Do not rezone R-3 and R-4 designations.

(See map below or Attachment Map F.)



Potential Funding Sources

Transportation

- Atlanta Regional Commission Livable Centers Initiative Fund
- Transportation Equity Act for the 21st Century (TEA-21)
- City of Atlanta Quality of Life Bonds for sidewalks, streets, bridges and traffic control devices
- MARTA transit funds for improvements to area

Economic Development

- City of Atlanta Community Development Block Grants

Greenspace Acquisition

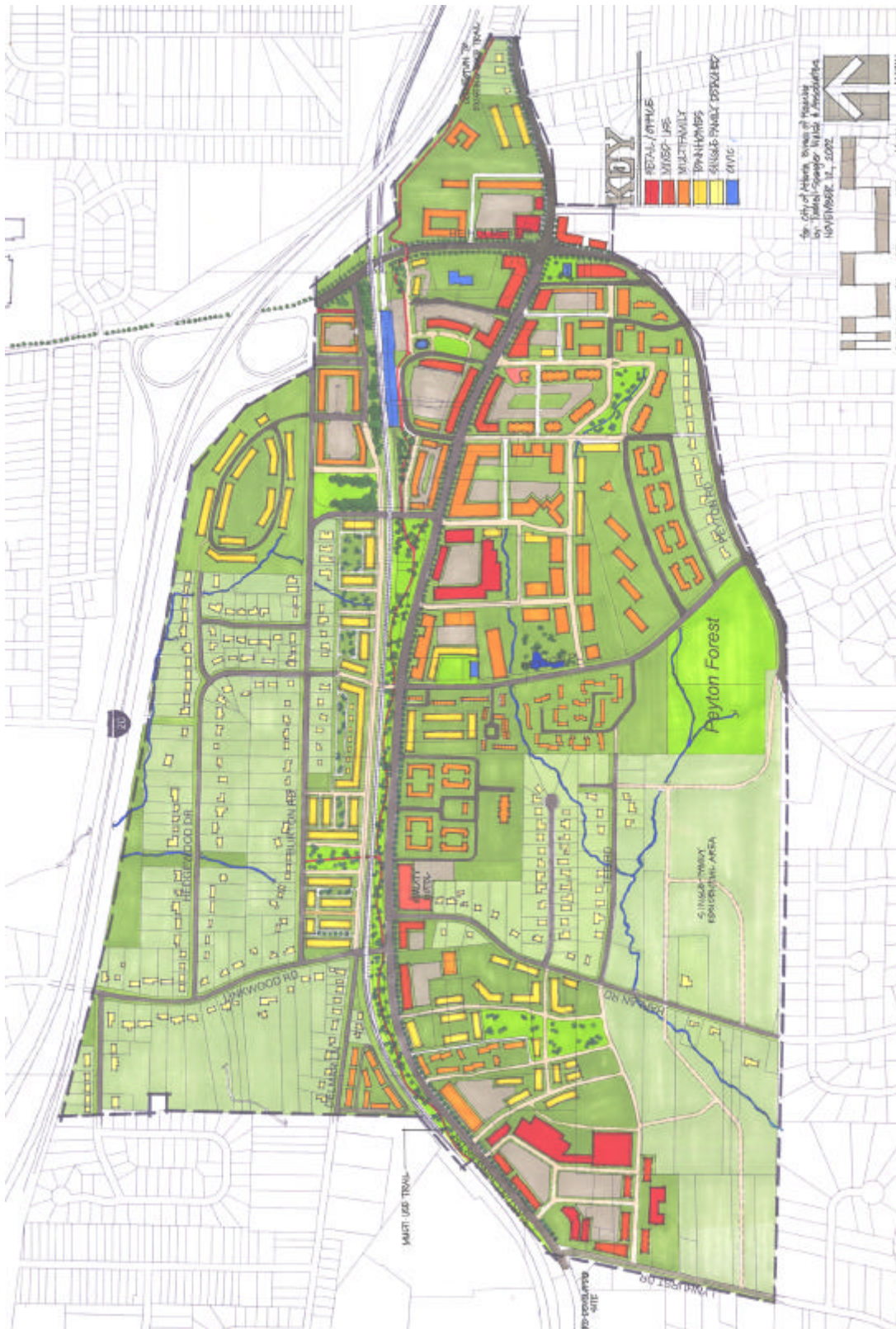
- Governor's Open Space Acquisition Program
- City of Atlanta Park Impact Fees
- City of Atlanta Quality of Life Bonds for public plazas and greenspace
- City of Atlanta Parks and Recreation Park Improvement Fund
- Private organizations: Park Pride, PATH Foundation, Trust for Public Land, Nature Conservancy, Turner Foundation, etc.

ATTACHMENTS

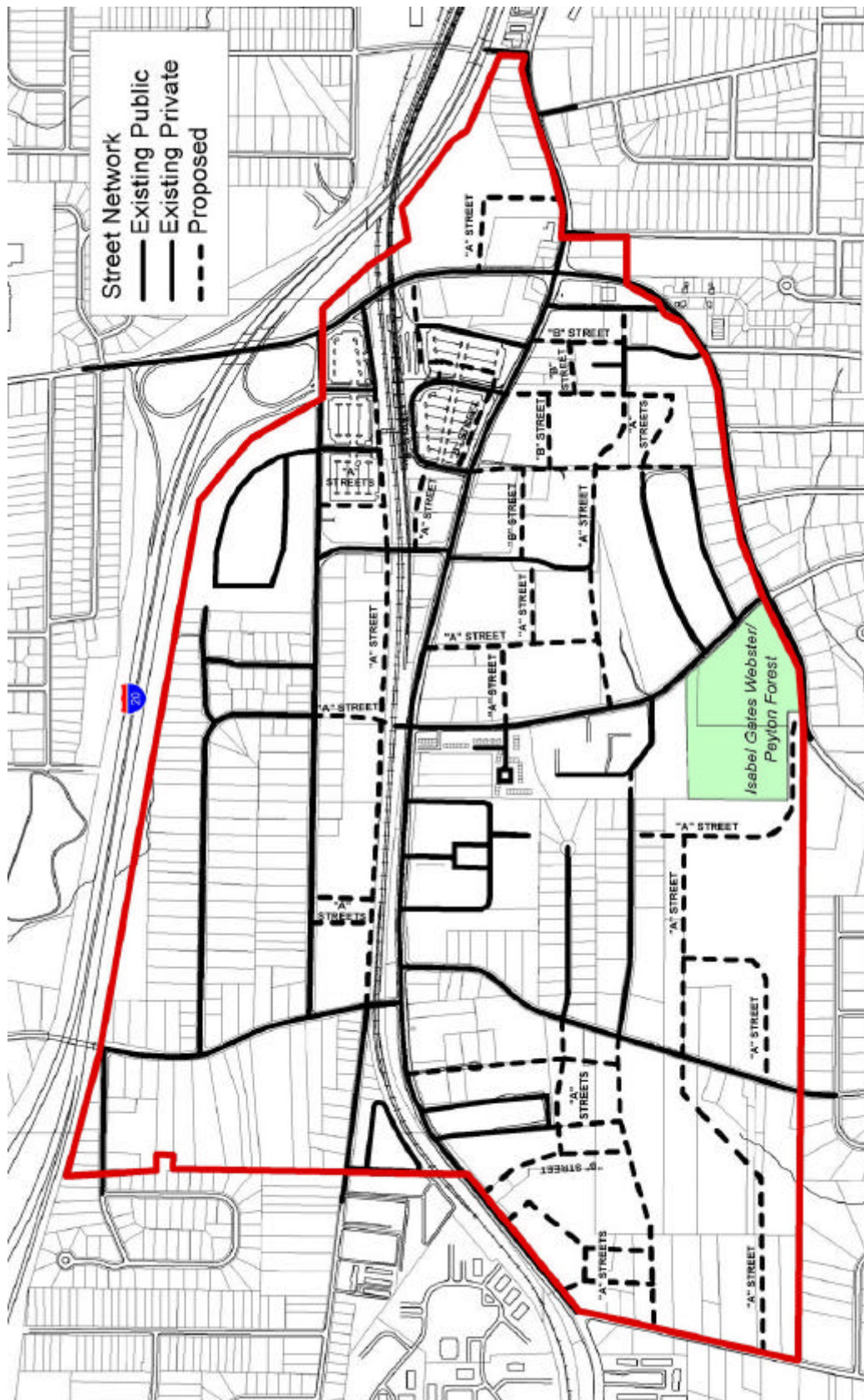
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ATTACHMENTS

Map A: Study Area Concept Plan



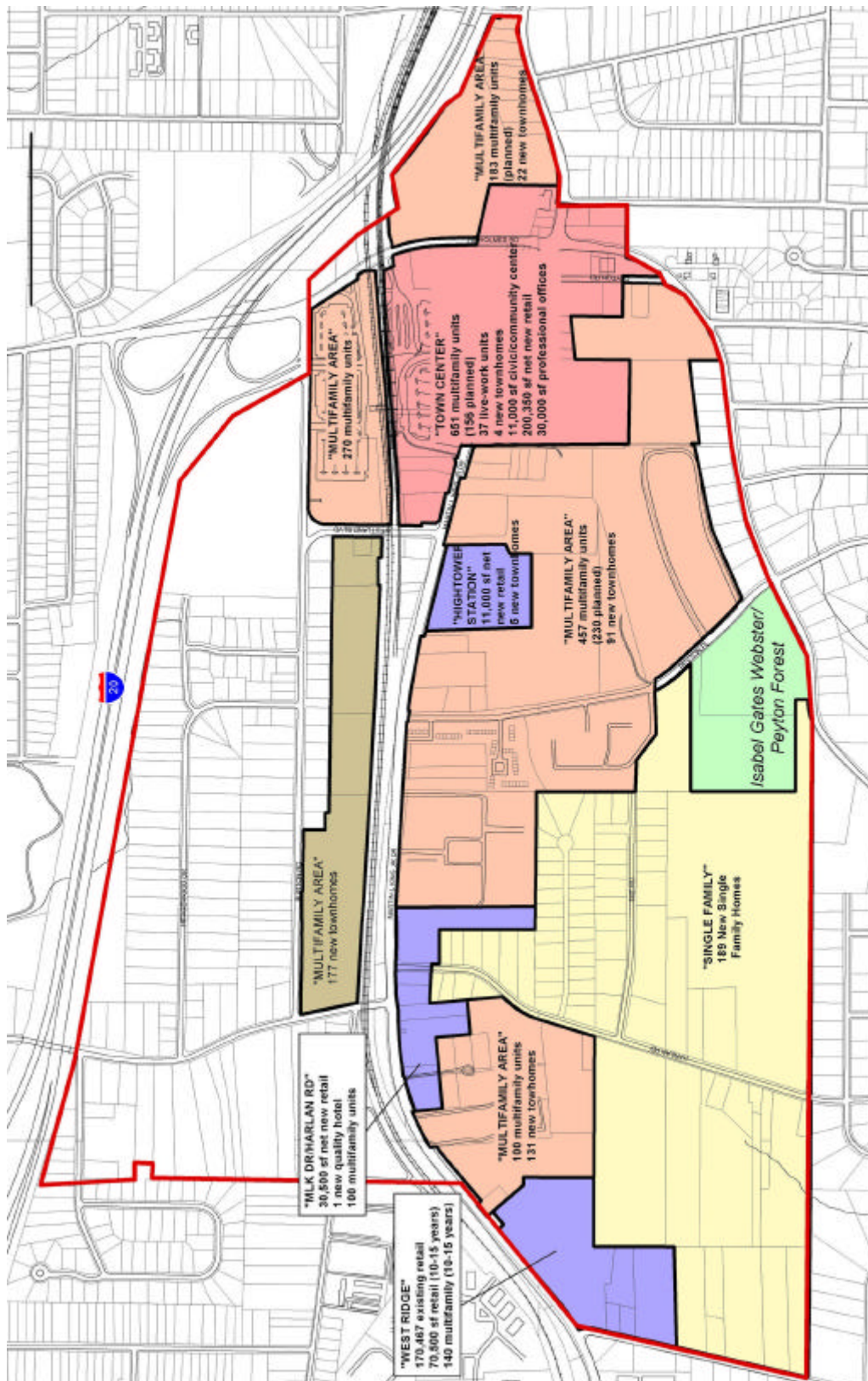
Map B: New Streets and Classification



ATTACHMENTS

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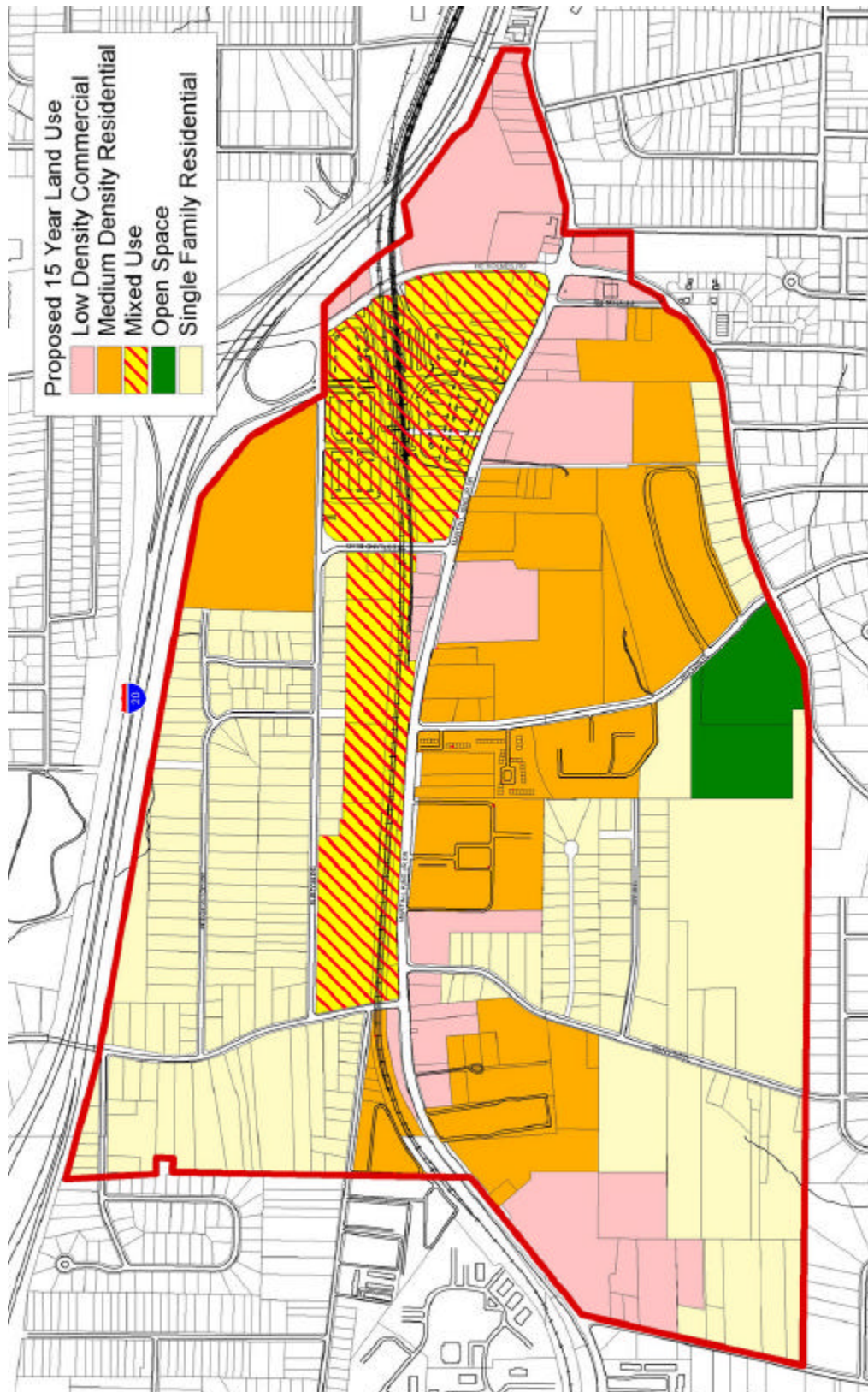
Map C: New Development Locations



DEVELOPMENT SUMMARY

Block	Units	Size	Commercial
Block A	100	100,000 sq ft	
Block B	100	100,000 sq ft	
Block C	100	100,000 sq ft	
Block D	100	100,000 sq ft	
Block E	100	100,000 sq ft	
Block F	100	100,000 sq ft	
Block G	100	100,000 sq ft	
Block H	100	100,000 sq ft	
Block I	100	100,000 sq ft	
Block J	100	100,000 sq ft	
Block K	100	100,000 sq ft	
Block L	100	100,000 sq ft	
Block M	100	100,000 sq ft	
Block N	100	100,000 sq ft	
Block O	100	100,000 sq ft	
Block P	100	100,000 sq ft	
Block Q	100	100,000 sq ft	
Block R	100	100,000 sq ft	
Block S	100	100,000 sq ft	
Block T	100	100,000 sq ft	
Block U	100	100,000 sq ft	
Block V	100	100,000 sq ft	
Block W	100	100,000 sq ft	
Block X	100	100,000 sq ft	
Block Y	100	100,000 sq ft	
Block Z	100	100,000 sq ft	
Block AA	100	100,000 sq ft	
Block AB	100	100,000 sq ft	
Block AC	100	100,000 sq ft	
Block AD	100	100,000 sq ft	
Block AE	100	100,000 sq ft	
Block AF	100	100,000 sq ft	
Block AG	100	100,000 sq ft	
Block AH	100	100,000 sq ft	
Block AI	100	100,000 sq ft	
Block AJ	100	100,000 sq ft	
Block AK	100	100,000 sq ft	
Block AL	100	100,000 sq ft	
Block AM	100	100,000 sq ft	
Block AN	100	100,000 sq ft	
Block AO	100	100,000 sq ft	
Block AP	100	100,000 sq ft	
Block AQ	100	100,000 sq ft	
Block AR	100	100,000 sq ft	
Block AS	100	100,000 sq ft	
Block AT	100	100,000 sq ft	
Block AU	100	100,000 sq ft	
Block AV	100	100,000 sq ft	
Block AW	100	100,000 sq ft	
Block AX	100	100,000 sq ft	
Block AY	100	100,000 sq ft	
Block AZ	100	100,000 sq ft	
Block BA	100	100,000 sq ft	
Block BB	100	100,000 sq ft	
Block BC	100	100,000 sq ft	
Block BD	100	100,000 sq ft	
Block BE	100	100,000 sq ft	
Block BF	100	100,000 sq ft	
Block BG	100	100,000 sq ft	
Block BH	100	100,000 sq ft	
Block BI	100	100,000 sq ft	
Block BJ	100	100,000 sq ft	
Block BK	100	100,000 sq ft	
Block BL	100	100,000 sq ft	
Block BM	100	100,000 sq ft	
Block BN	100	100,000 sq ft	
Block BO	100	100,000 sq ft	
Block BP	100	100,000 sq ft	
Block BQ	100	100,000 sq ft	
Block BR	100	100,000 sq ft	
Block BS	100	100,000 sq ft	
Block BT	100	100,000 sq ft	
Block BU	100	100,000 sq ft	
Block BV	100	100,000 sq ft	
Block BW	100	100,000 sq ft	
Block BX	100	100,000 sq ft	
Block BY	100	100,000 sq ft	
Block BZ	100	100,000 sq ft	
Block CA	100	100,000 sq ft	
Block CB	100	100,000 sq ft	
Block CC	100	100,000 sq ft	
Block CD	100	100,000 sq ft	
Block CE	100	100,000 sq ft	
Block CF	100	100,000 sq ft	
Block CG	100	100,000 sq ft	
Block CH	100	100,000 sq ft	
Block CI	100	100,000 sq ft	
Block CJ	100	100,000 sq ft	

Map E: Proposed 15 Year Land Use Plan



Map F: **Proposed Zoning Concept**